

Submission Title: Weight adjustments for V/CB & VV/CB classes

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RULEBOOK REFERENCE:

Competition Bike Class Regulations (V/CB & VV/CB) – Pages 108-111

RULE SUBMISSION INTENT:

I am a competitor in Competition Bike group 2 racing and I wish to request a change to the current weight break formulas for the above mentioned classes.

Due to the increases in capacity of engines in this class, the current weight breaks are not conducive to the safety of the racers in these classes. The current weight breaks will force some competitors to exceed the allowable ballast weights in order to achieve the current formula of Pounds per Cubic Inch.

Personally, I am going to be running a full Cr-Mo chassis this season (basically a Pro Stock Chassis) and this will be a big issue for me as my vehicle/rider weight is anticipated to be approx 650lbs maximum and with a required weight of 720 lbs for my 96 CI engine will result in a ballast of some 70 lbs, far too much weight to operate the vehicle safely and well in excess of the allowed ballast by ANDRA.

There is also at least one other competitor in V/CB who has a current combined rider/vehicle weight of <650 lbs and when he increases the engine capacity further, he will also be affected by this excess ballast requirement. There no doubt will be more examples of this as the class progresses, hence my submission to address this matter at this time.

Since this formula was only recently introduced, I do believe there is room to adjust it accordingly to suit the actual class and its competitor's vehicles. There would be no cost for current competitors to comply with this rule change.

PROPOSED ADMENDMENT:

I would respectfully request that a weight break of 6.3 lbs per CI for V/CB & 6.8 lbs per CI for VV/CB be applied to reflect the actual weight breaks these vehicles require in order to be compliant with the ANDRA rules in regards to safe vehicle operation and approved ballast limits.

CLASSES AFFECTED:

V/CB & VV/CB classes

Does this rule protect the safety of participants and spectators?

It will bring it closer to the allowable ballast limits and meet or exceed safety requirements for competitors and ultimately this will help provide the class, the opportunity for more even competition.

Is this rule a positive step for the sport?

I believe it is a positive step for the sport and it is necessary to have adjustments such as these to finesse this new class.

Is the impact of the rule on other classes and brackets a positive one?

Yes. This amendment is required to fine tune this category. Being a recent addition to Competition Bike, I believe there is reason to look at adjustments based on safety aspects and the current rules in place not accommodating adequately for all configurations.

Does the rule ensure increased opportunity for even competition?

This rule change, if approved, will help improve competitiveness in the class and make V/CB & VV/CB reflect the actual class of "Competition Bike".

Is the rule practical and enforceable?

This rule change is practical from the points I have made in regards to weight limits on ballast and safety and this rule obviously is easily enforceable, provided that all competitors are prepared to have the capacity of their engines subjected to measurement and compared to the overall weight of the vehicle and rider combination.

Is the cost of complying with the rule reasonable for competitors?

No cost to apply this change